

Hongkong, 10th January, 1996.

Техническое задание

1950

PROSPECTUS OF OLIVERS FREEHOLD MINES, LIMITED.

INCORPORATED UNDER THE ORDINANCES OF HONGKONG 1865 TO 1891, BY WHICH THE LIABILITY OF SHAREHOLDERS IS LIMITED TO THE AMOUNT OF THEIR SHARES.

GENERAL MANAGERS:
JOHN D. HUMPHREYS & SON.

CAPITAL.....\$300,000
DIVIDED INTO 15,000 "A" OR VENDORS' SHARES AND 45,000 "B" OR ORDINARY SHARES OF \$5 EACH.
(OF WHICH 10,750 "A" SHARES AND 5,000 "B" SHARES HAVE BEEN ALLOTTED AND 1,250 "A" SHARES AND 25,000 "B" SHARES ARE NOW OFFERED FOR SUBSCRIPTION.)

TERMS OF SUBSCRIPTION FOR "B" SHARES (\$1.00 PER SHARE ON APPLICATION.
\$1.50 PER SHARE ON ALLOTMENT.)

The balance at call in instalments. Two months' notice to be given in respect of each instalment called up.
Any person may apply for 1 "A" share for every 2 "B" shares applied for by him. The "A" shares are payable, \$1 on application and the balance, \$4, on allotment.
Application for Shares accompanied by a deposit of \$1 per Share must be sent in to the HONGKONG AND SHANGHAI BANKING CORPORATION at its Head Office or at any of its branches on or before the 15th day of January, 1896.
For forms of application apply in Hongkong to JOHN D. HUMPHREYS & SON, General Managers, or to A. S. WATSON & Co, LIMITED, at Canton, Foochow, and Shanghai.
The Company was formed to acquire and has purchased the Olivers 100 Acre Freehold and other properties adjacent thereto belonging to the Vendors with the Machinery, Stamp, &c., thereon for the price of \$50,000, which has been paid and satisfied by the allotment to the Vendors of 10,000 fully paid "A" or Vendors' Shares, and has also purchased the Eureka Mine and the plant and machinery connected therewith situate on the Eastern boundary of Olivers Freehold for the price of \$35,000 which as to \$10,000 has been paid and satisfied by the allotment to the Vendors of 2,000 fully paid "A" or Vendors' shares and as to \$25,000 the balance is payable in cash.
All shares participate equally up to 25 per cent. per annum yearly dividend on the amount paid up on each share, but all profits in excess are divided equally between the holders of "A" Shares and "B" Shares.
It is not contemplated at present to issue any more shares, but should it become desirable to develop the property on a larger scale the General Managers will propose to the Shareholders that the balance of shares, viz., 15,000 "A" Shares or such part thereof as may be thought advisable be issued.

The following is the Report on the property made by Mr. J. D. HUMPHREYS:—
I arrived in Sydney on Saturday, the 13th July last, where I met by appointment Mr. CHARLES WILLIAMS, a mining expert from Victoria. Mr. WILLIAMS has been personally known to me since 1854; I have absolute confidence in his integrity, skill, and judgment. We left Sydney together on Tuesday, the 16th July, and arrived at Mount McDonald on the day following, and commenced our inspection the same afternoon.
The Freehold consists of 100 acres of auriferous land in the form of a direct square, each side of which measures 2,087 ft. 6 in., or 695 yards, 2 feet, 6 inches.
The position is to the West of the Eureka Gold Mine, and extends at right angles from its own Eastern Boundary in a Westerly direction, across a creek or water course to the opposite side of hills, on the Northern slope of which the greater part of its area lies. The water course which runs through the Freehold divides two ranges of auriferous hills, and finally empties itself into the River Lachlan, about three miles to the South of the dam of the reservoir which supplies the battery belonging to the property, situated at Mount McDonald in the district of Canaan in the province of Bathurst, New South Wales.
The Battery itself is to the West of the reservoir, and consequently on the Western side of the creek near the Southern boundary of the property, and its site was selected with excellent judgment as quartz can be carted to it or trolleed to it not only from all parts of the Freehold itself but from all the workings in the neighbourhood at little cost. The Machine house, moreover, being close to its water supply, involves no waste of power in feeding the boiler.
The Water Supply consists of a reservoir formed by a dam across the creek, and is fed by a watershed of considerable extent embraced by the surrounding hills, and I was informed by men who had been working on the ground for years that the supply never failed in the driest season, from which I inferred that the rainfall is supplemented by subsoil drainage and springs. For fuel there is abundance of good timber in the vicinity.
The Machinery we found to be of the best description and comprised a first-class engine and two good boilers. There are 4 batteries of 5 head of stamps capable of crushing about 20 tons a day in all, as well as 3 pans, shaking tables, and all necessary machinery for extracting from the ore the greatest amount of gold it will pay to take out.
The inspection of the rest of the Freehold was greatly facilitated by the whole of the scrub having been cut down before we arrived, so the estate was laid bare and could be viewed from a convenient spot on the hill from end to end.
A party of Tributers, at work on the Freehold not far from the battery, was raising ore which yielded over 2 ozs. to the ton at each crushing. The men informed me that they discovered the reef on the surface in walking over the hill after rain, by observing gold in quartz at the bottom of a cart run which had been washed clean by the water flowing through it.
The old workings are of the most primitive description, having evidently been made by alluvial miners unaccustomed to quartz. The reefs were worked from the surface down without timbering, until it became dangerous to go deeper. None of these workings were any depth, and the numerous heavy finds of gold were all found near the surface. That much of the quartz must have been very rich is certain, for it is said about 100 ozs. of gold a month were obtained by the owners of the battery at the time from recrushing and washing the tailings. One working not far from the battery yielded 100 ozs. of gold to the ton, and 7,000 worth of gold was taken out of a hole a few feet deep just below the dam.
It is seen by examining the old workings which still exist that they were mined by men unaccustomed to cope with quartz mining difficulties. The work is of the crudest description and it is evident that as soon as water was reached in sufficient quantity to require machinery, or because the earth began to fall in or become dangerous through being untimbered, the mines were abandoned. This part of the district was, moreover, at the time infested by bands of desperate bushrangers who rendered residence there very undesirable. It was a long time before the Government was able to hunt them down, owing to the nature of the country.
Undoubtedly large deposits of gold, and probably exceptionally rich deposits, will be found when these reefs, which proved so good on the surface, are worked to a depth by quartz mining experts under honest and experienced management, backed by sufficient capital. The ground is already prospecting; it is well known where the gold has been got near the surface, and it is only necessary to sink properly timbered shafts and get below these old workings and work up. Some of these shafts will require pumping gear.
As far as I know, it has never been heard of that quartz reefs rich in gold near the surface failed to yield good results at a greater depth. Such reefs have been profitably worked on Bendigo and other places to a depth of close on 3,000 feet, and are still at work after 40 years. Given sufficient capital economically administered or expended, as it would be in any other business expected to pay, I am of opinion that better results will be obtained from the working of Olivers Freehold Mines than are obtained by 99 out of 100 of the Gold Companies floated in London and elsewhere. Eureka Mine lies on the Eastern boundary of Olivers Freehold and consists of several Gold Mining Leases lying between the Queen Mine on the North and the Great Eastern Mine on the South. It will be seen by reference to the map that to the South of the Great Eastern Mine three lots lying on either side of the creek which runs through the Freehold and discharge itself into the Lachlan River have been secured, thus giving to the Company a magnificent water supply.
The new shaft of the Eureka has been sunk to a depth of 35 feet. The old workings before the mine was flooded out yielded to a depth of 140 feet not less than 1 oz. of Gold per ton, with occasional better results. This is recorded in the Government Reports.
It is in this mine that the Company's operations will commence by deepening the new shaft by about 120 feet. This shaft has been properly timbered as far as it goes and is surrounded by poplar heads in the vicinity of which is a machine house with necessary winding and pumping gear for feeding the mine from water. All were in good order and fit to commence work when inspected.
The further sinking of the shaft is not through difficult ground and the cost of labour and properly timbering will be only about £5 per foot. When deepened, sufficient tunnels will be driven to the North and South and the reef will be worked upwards, which is the most economical plan. The amount of water to be dealt with of course increases the cost of mining and renders it impossible for ordinary working miners to develop such properties on their own account, but it is not disadvantageous for those having means is a costly subject to drought.

One of the drawbacks to the development of mining in the district has been that there was no proper accommodation for miners of the better class with their wives and families, and it is proposed to build a few comfortable cottages to induce this class of men to settle on the property.
The operations of the Company will at first be limited to deepening the Eureka new shaft and driving tunnels through the reef. It is confidently anticipated that this mine being taken over in a working condition will pay expenses from an early date and within a short time will give good results. A map of the mines is attached and also a map of New South Wales showing Railways and the direction of the Reefs running through the property with the position marked of some of the principal mines:—

Viz.—No. 1.—Ophir—where Gold was first discovered in Australia.
No. 2.—Lucknow—The Westworth Prospecting Company, £500,000 Capital.
No. 3.—Mount McDonald—Olivers Freehold Mines including Eureka.
No. 4.—Adelaide—Gibb's Gold Mining Company floated in London, October 1895, Capital £300,000 fully subscribed.

JOHN D. HUMPHREYS & SON,
GENERAL MANAGERS,
HONGKONG.

Today's Advertisements.

FOR SHANGHAI.
(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANGTZE.)

THE Steamer
"CHING PING"
Captain Blake, will be despatched for the above Port on THURSDAY, the 16th instant, at 5 P.M.
For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 14th January, 1896. [135]

FOR SINGAPORE, THURSDAY ISLAND AND SYDNEY.

THE Steamer
"AMUR."
Captain C. Meers, will be despatched as above on SATURDAY, the 18th instant.
For Freight or Passage, apply to
STOLTERFOHT & HAGAN,
Agents.
Hongkong, 14th January, 1896. [143]

FOR NEW YORK.

THE 3/3 L.L. American Ship
"DANIEL BARNES"
Rogers, Master, will load here for the above Port, and will be despatched on or about the 13th February.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 14th January, 1896. [137]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE AND PENANG.

THE Company's Steamship
"AMARA."
Captain D. Smith, will be despatched as above on FRIDAY, the 17th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 14th January, 1896. [140]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamer
"MENMUIR."
Captain Craig, will be despatched for the above Ports on MONDAY, the 27th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.
A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 14th January, 1896. [141]

TO LET.
"LARKSPUR," UPPER RICHMOND ROAD—SEVEN ROOMS and TERRACE. Rent, \$80 monthly, including Taxes.
Apply to
Mr. L. SIMON,
Banque de l'Inde China.
Hongkong, 14th January, 1896. [136]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.

THE Steamer
"SHENGRING."
Captain Vardil, will be despatched to MORROW, the 15th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th January, 1896. [134]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.

THE Steamer
"PAOTING."
Captain Gyles, will be despatched on THURSDAY, the 16th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th January, 1896. [137]

Intimations.

BY SPECIAL APPOINTMENT.

WATKINS & CO.,
SOLE AGENTS in HONGKONG and the EMPIRE OF CHINA FOR

SCOTT & BOWNE, LD.
Scott's Emulsion and Plasters.
THOMAS BEECHAM.
Beecham's Pills, &c.
BOVRIL, LIMITED.
Bovril and Bovril Wine.
BERKEFELD CO., LIMITED.
Tap and House Filters.

GRANVILLE & CO.
"Essel" Field and Powder.
FRANCIS & CO., LIMITED.
(Nine Elms Brand) Portland Cement.
THEO. RICKSECKER.
Perfumes and Toilet Requisites.
COLUMBIA CHEMICAL CO.
Animal Extracts, &c.

WATKINS & CO.,
66, Queen's Road Central.

SPECIAL TERMS OFFERED TO DEALERS.

Today's Advertisements.

ZETLAND LODGE,
No. 525, E.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 14th instant, at 8.30 for 9 o'clock precisely. Visiting Brethren are cordially invited to attend.
—Hongkong, 14th January, 1896. [112]

BOOK-KEEPER.

A GENTLEMAN having a few spare hours a day is willing to devote same to anyone wishing the Services of a BOOK-KEEPER.
Apply by letter to
LEDGER,
c/o Hongkong Telegraph Office.
Hongkong, 14th January, 1896. [133]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship
"ZAFIRO."
Captain Cobbar, will be despatched for the above Ports on THURSDAY, the 16th instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers.
For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.
Hongkong, 14th January, 1896. [138]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.
THE Company's Steamship
"THALES."
Captain H. Bathurst, will be despatched for the above Ports on FRIDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 14th January, 1896. [139]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL DIRECT, VIA PORTS OF CALL.
(Calling at ILOILO.)
THE Company's Steamship
"CHINGWU."
James Gray, Commander, will be despatched as above on or about the 22nd instant.

For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 14th January, 1896. [101]

"SHIRE" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship
"GLAMORGANSHIRE."
Captain Vyvyan, will be despatched for the above Ports on TUESDAY, the 28th instant, instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARRILL & Co.,
Agents.
Hongkong, 14th January, 1896. [1704]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.
THE Company's Steamship
"KAISOW."
E. Warrall, Commander, will be despatched as above on or about the 30th instant.

For Freight, apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 14th January, 1896. [143]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s Waters are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers.
Any complaints should be addressed to the Manager.
—Hongkong, 2nd May, 1891. [1650]

much. One of the questions, the latest apparently referred to in this Report, has reference to the action of the Hongkong Government and its intention to enforce upon all British ships and steamers trading in China waters and between Chinese ports an even more stringent set of Regulations on the subject of Chinese passengers than those in force in Hongkong, still further handicapping them in competition with foreign vessels. Messrs. BUTTERFIELD and SWIRE, of Shanghai, addressed the China Association on the subject on the 3rd December, and we republish from the *China Gazette* their letter, and to-morrow we shall give the Association's reply thereto. Has any similar letter been addressed to the Branch here and, if so, what action has been taken? Where is their reply? We do not remember having heard any rumour here on the subject of these new Regulations. There was a little trouble at Holhow a few months ago, but we were under the impression it was the fault of the consular official in charge there that any difficulty arose. However, nothing definite is known by us of the action of the local branch of the Association in the premises, although reliable information on the subject would be as interesting as it would in all probability be useful.

Mr. E. JEROME DYER since his return to Australia has been lecturing in Melbourne to a large and representative meeting of the Colonists, and giving them the benefit of his recent experience in Hongkong, China and Japan. He has not confined himself to purely commercial considerations, but gives a glance at the political situation in these waters and calls serious attention to the risk, in the event of war, of every trace and vestige of British influence and authority being swept out of the China Sea and Pacific in three months or less, and of the certainty that Australian seaboard cities and towns would be visited by hostile fleets and held to ransom in any such eventuality. He points out that while Russia and France combined have forty men-of-war, and eighty-five thousand men available for service between Yokohama and Singapore, Great Britain has only twenty-six armed ships and three thousand men, and he strongly advocates to the Australians the wisdom and policy of cultivating friendship with Japan. He strongly urges the acceptance by the Australian Colonies of the Treaty between England and Japan. He points out the time wherein they are at liberty to notify their acceptance is passing rapidly away, and he ridicules the idea that the Australian Colonies are in any danger of being overrun by any Japanese emigrant population, as the population of Dai Nippon barely sufficient for the needs of Japan itself and quite insufficient with Formosa thrown in. He further refers to the stipulations in the Treaty and points out what enormous advantages the Japanese are entitled to in Japan under the Treaty, in pursuance of commercial operations.

There are further references in the Home Papers to the immoralities on board ship which are reported to be very conspicuous in Eastern seas. A few paragraphs in the *Liverpool Shipping Telegraph* of the 10th December last, stated to be "from a responsible source" go more fully into the question than has been done before and special attention is called to them. The grossest offenders in the China and Japan seas are asserted to be Batoum oil-ships and Nova Scotian and United States sailing ships trading from New York, which frequently have, it is said, half-a-dozen different nationalities represented among the crews, and seldom have any religious worship of any kind on board. The writer of these paras, whoever he is, appears to bring no special charge against the steamers employed in our coasting trade, although he points to certain irregularities. It is a delicate and a difficult subject to deal with; we have only to suggest that owners of steamers, managers of companies, and agents of vessels should, and might usefully, put a check on any looseness of discipline, any disregard of the broad rules of morality by the issue of instructions to the Masters of vessels under their authority, and require periodical reports that these instructions have been carried out. In any case they will remove from their shoulders, and from the communities they belong to, the charge of laxity and indifference now made against them.

THE HONGKONG TELEGRAPH
HONGKONG, TUESDAY, JANUARY 14, 1896.

NOTES AND COMMENTS.

While we hope and believe that the Master and crew of the British steamer *Bonington* will be the recipients of some substantial rewards for their exertions in saving that steamer, and by way of compensation for all their sufferings and their pluck and determination, there is another matter to which we hope even greater attention and consideration will be given. It is a matter of much greater importance to all parties concerned and to the public to get an answer to the question—how came it that the *Bonington's* boiler broke adrift and so nearly wrecked the vessel? What was the Chief Engineer of the steamer to say on that subject? Was the boiler originally adequately secured in its place by those who were responsible for the building and engineering of the vessel, or was there defective workmanship or material? If the boiler was originally well and substantially built in, how did it become unsecured? Through ordinary wear or tear, or through some unusual accident or misfortune, or through the carelessness or neglect of those in charge of the engines? We are not throwing blame upon any one. We know nothing whatever except the fact that in a heavy gale off the coast of Japan, the vessel being in ballast, the boiler broke adrift, and we desire nothing but that, on that inquiry which must, we presume, be held here, a very close and searching investigation should be made into the cause of that disaster—not the immediate but the remote cause, if any.

What has become of the Hongkong Branch of the China Association, and, if still in existence, what is it doing? If dead or dying, what has it done? The Shanghai Branch has already published its report for 1895, and has done much work, and good work, although, it may not, so far as appearances go, have accomplished

TELEGRAMS.

REUTERS' MESSAGES.

ADVANCE AUSTRALIA.
LONDON, January 12th.
The Governments of Australia have jointly telegraphed to Lord Salisbury congratulating him on the lenient measures taken for the defence and integrity of the Empire and assuring him that Australia will loyally support Great Britain in her resolve to resist foreign meddling in matters connected with British and Colonial affairs.

THE NEW BRITISH MINISTER TO CHINA.

Major Sir Claude Maxwell Macdonald, K.C.M.G., at present H.M. Commissioner and Consul General of the Niger Coast Protectorate, has been appointed Minister for Great Britain at Peking.

(Macdonald, Major Sir Claude Maxwell, K.C.M.G., entered the Highlanders, March 16, 1871, was promoted to Captain, February 16, 1881, and Major (General), November 16, 1881. Served throughout the Egyptian Campaign of 1882, and through the Spanish Revolution of 1894-5, as a Volunteer with the Highlanders (Queen's Own) and the Buffs (East Kent). Was awarded the Victoria Cross for gallantry at the Battle of the Omdurman, September 2, 1895. Was appointed to the Niger Coast Protectorate, in the West Coast of Africa, December 15, 1895. Proceeded on a Special Mission to the Niger Territory, June, 1896. Was sent to Berlin with reference to the delimitation of boundaries between the Old Niger Protectorate and the colony of Cameroons. Was appointed Commander and Consul-General in the Old Niger Protectorate and Adjutant-General to the Governor, January 1, 1897. Was made a Knight Commander of the Order of St. Michael and St. George, 1897.)

Auctions.

GOVERNMENT NOTIFICATION.
No. 5.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY, the 20th day of January, 1896, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 20th day of January, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shaikwan West, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Acres, Roods, and Perches.	Annual Rent.	Use.
1	112200	Shaikwan West.	8 1/2 ft. 112200 ft. 110 ft.	15,280 86	1/22	1/22

Intimations.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE ESTATE OF YEONG SHUEY LUN, alias YEONG SHU LUN, late of YUNG CHUN, IN THE PRETURE OF SHIU HING, IN THE EMPIRE OF CHINA, MANDARIN, DECEASED.

NOTICE is hereby given that the Honorable the CHIEF JUSTICE, having, in virtue of Ordinance No. 9 of 1870, Section 3, made an Order Limiting to the 1st February, 1896, the time for Creditors and others to send in their CLAIMS against the above Estate, All Creditors are hereby required to send in their CLAIMS to the Undersecretary before the said date.

Dated this 4th day of October, 1895.
VICTOR H. DEACON,
Solicitor for the Executor,
35, Queen's Road, Hongkong.

JUST LANDED
FRENCH CONFECTIONERY.
Comprising—
Crystallized Fruits, Bunt Almonds,
Coccolines, Almonds Flots,
Apricotines, Marzipan Almonds,
&c., &c., &c.

CADREY'S CHOCOLATE CREMES—
Vanilla Creams, Honey Creams, Caramels,
Nougat Pistache, Pineapple Chocolate,
Chocolate Walnut,
Plush Bases, Plush Boxes and Fancy Boxes,
&c., &c., &c.

"TANSAN," the New Japanese Table-Water,
which contains 8 per cent. more than
than that from any other Chalybeate Spring.

FLETCHER & Co.,
"THE PHARMACY,"
23, Queen's Road Central,
Hongkong, 10th October, 1895.

MR. CHADWICK KEW,
(LATE OF POATE & NOBLE).

HAS OPENED his Dental Rooms at No. 62, QUEEN'S ROAD CENTRAL, a few doors from Messrs. GAFF & Co.
Teeth filled permanently from \$1.00 upwards.
CROWN and BRIDGEWORK inserted and TEETH EXTRACTED.

PLATES A SPECIALITY.
Hongkong, 7th June, 1895.

TO SHIPMASTERS.
ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board ship.
We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.

Call Flag "W."
J. W. KEW & Co.,
STEAM WATER-BOAT CO.,
18, Praya Central.

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs, and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

GRIMAULT'S Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.
GRIMAULT & Co., Paris. Sold by all Chemists.

Shipping.

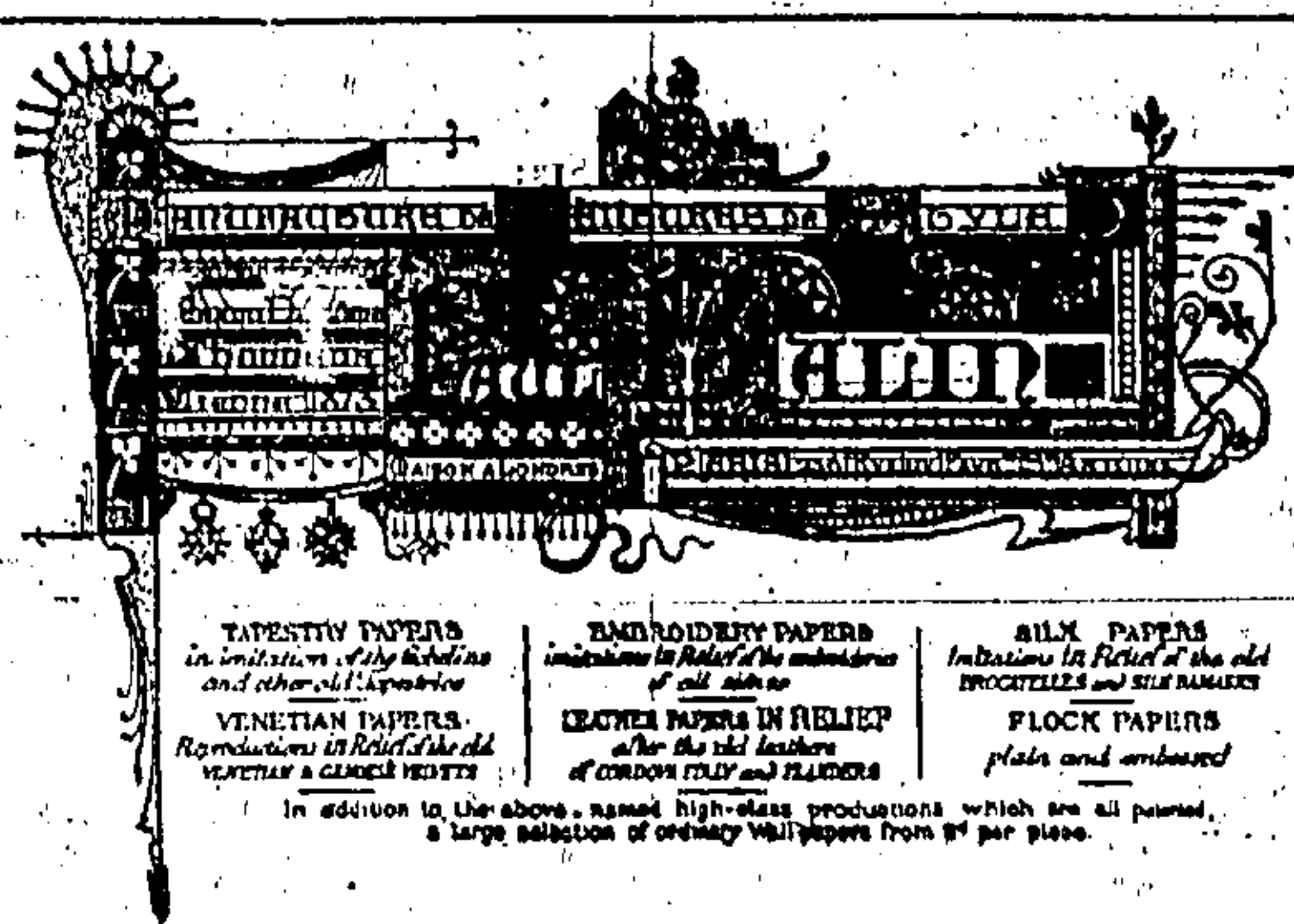
STEAMERS.

FOR KOBE (DIRECT).

"RHODORA,"
Captain Williams, will be despatched for the above Port on FRIDAY, the 17th instant, at Noon.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 10th January, 1896.

"LENNOX,"
S.S. "PORT ADELAIDE,"
S.S. "GHAZEK,"
will be despatched about 4th February.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 4th January, 1896.

Intimations.



Apply to JOHN D. HUTCHISON, Esq., Hongkong.
Agents for M. OFFENHEIMER & Co., Paris.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Steamship

"TAIWAN,"
Captain Nelson, will be despatched on THURSDAY, the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 11th January, 1896.

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"BENLOMOND,"
Captain McIntosh, will be despatched as above on or about the 17th instant.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 3rd January, 1896.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship

"HUPEH,"
Captain Quail, will be despatched on SATURDAY, the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 7th January, 1896.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship

"HOHENZOLLERN,"
Captain P. Wetlin, will leave for the above Ports on or about SUNDAY, the 19th instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, 13th January, 1896.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM TO SHANGHAI.
THE Company's Steamship

"KARLSRUHE,"
Captain H. Walter, due here with the outward German Mail about the 18th instant, will leave for the above place about 24 hours after arrival.
For further Particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, 13th January, 1896.

FOR NEW YORK, VIA SUEZ CANAL.
(Following the S.S. "ANNANDALE" and "TEVIOTDALE.")

THE Steamship

"FALLODON HALL,"
Captain Kilvert, will be despatched for the above Port on or about 23rd instant.
For Freight, apply to
SHEWAN & Co.,
Agents,
Hongkong, 6th January, 1896.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896
(Subject to Alteration.)

Mount Lebanon... Saturday ... 12th Jan.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"
will be despatched hence for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 25th January.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN & Co.,
Agents,
Hongkong, 9th January, 1896.

FOR NEW YORK, VIA SUEZ CANAL.
(Following the S.S. "POLYPHEMUS.")

THE Steamship

"LENNOX,"
S.S. "PORT ADELAIDE,"
S.S. "GHAZEK,"
will be despatched about 4th February.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents,
Hongkong, 4th January, 1896.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"SUNGKIANG,"
Captain C. B. N. Dodd, will be despatched TO-MORROW, the 15th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 14th January 1896.

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"GLENFARG,"
Captain Selby, will be despatched as above on or about WEDNESDAY, the 15th instant, instead of as previously notified.
This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewards.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents,
Hongkong, 11th January, 1896.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship

"ACHILLES,"
Captain Harvey, will be despatched as above on THURSDAY, the 23rd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 7th January, 1896.

SAILING VESSELS.

FOR NEW YORK.
THE 3/4 A.L. American Ship

"JOHN R. KELLEY,"
Captain Chapman, having arrived, will load here for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents,
Hongkong, 21st November, 1895.

FOR SAN FRANCISCO.
THE 100 A. J. British Ship

"BRODICK CASTLE,"
Ferguson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents,
Hongkong, 5th December, 1895.

Consignees.
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASBAAH, HOEDDEDA, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings on Cargo—
From Calcutta, S.S. "AGLAIA," transhipped at Colombo.
From Trieste, S.S. "IMPERATRIZ," transhipped at Bombay.
From Venice, S.S. "CARLOTTA," transhipped at Trieste.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersecretary before Noon on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by
SANDER & Co.,
Agents,
Hongkong, 13th January, 1896.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

STEAMSHIP "BENALDER,"
FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

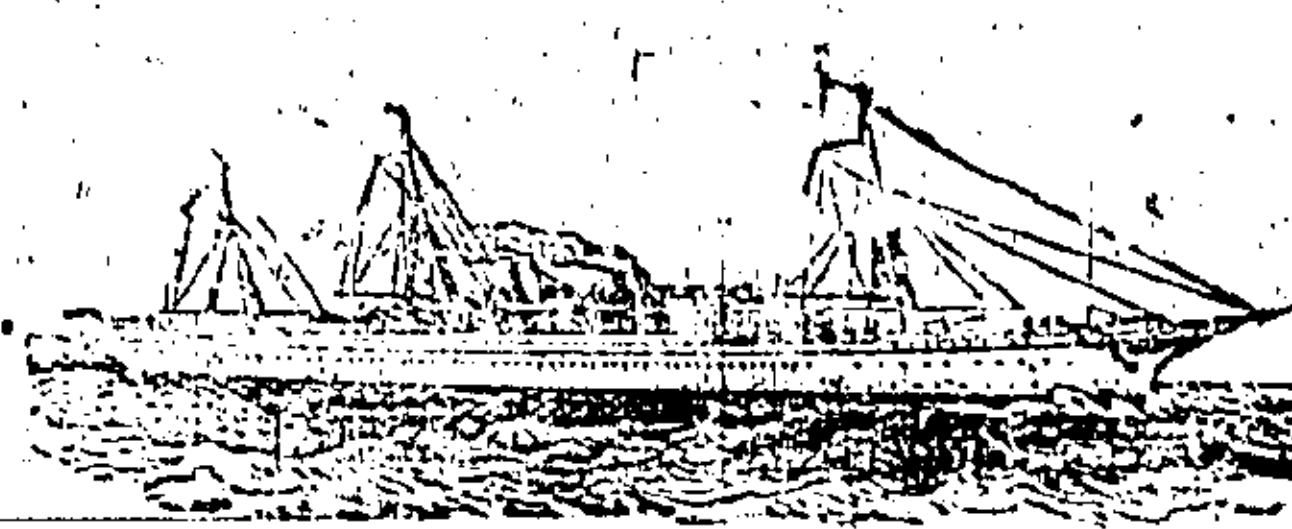
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersecretary on or before the 15th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th January, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 22nd January, '96.
EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th February, '96.
EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 18th March, 1896.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago "World's Exhibition") and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Piddar's Street.

Hongkong, 26th December, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 25th January, at Noon, 1896.
China (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 8th Feb., at Noon, 1896.
Paris (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 22nd Feb., at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 25th Jan., 1896, at Noon, taking Passengers, and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 1/4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent,
Hongkong, 14th January 1896.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 6th March 1896.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, Doctor and Stewards carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$255.
Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma 2,549 | Thursday ... Jan. 23.
Victoria 3,167 | Tuesday ... Feb. 11.
Hankow 3,594 | Tuesday ... Mar. 10.
Tacoma 2,549 | Tuesday ... April 7.

THE Steamship

"TACOMA,"
Captain Crawford, sailing at Noon, on THURSDAY, the 23rd January, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents,
Hongkong, 9th January, 1896.

NORDDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTH AMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Karlsruhe Tuesday ... 14th Feb.
Prins Hinderich Tuesday ... 13rd March.
Prussian Tuesday ... 17th March.
Sachsen Tuesday ... 28th April.
Karlsruhe Tuesday ... 26th May.
Prins Hinderich Tuesday ... 23rd June.

ON TUESDAY, the 17th day of February, 1896, at 4 A.M., the Company's Steamship "KARLSRUHE," Captain H. Walter, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 1st Feb. Cargo and Specie will be received on board until 1 P.M. on MONDAY the 2nd Feb., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 3rd Feb. Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lison can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents,
Hongkong, 13th January, 1896.

RIEKMERS LINE.
REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO, ANTWERP AND HAMBURG.

VIA SUEZ CANAL TO PENANG, SINGAPORE, HONGKONG, SHANGHAI, HIOGO AND YOKOHAMA, FROM HOME.

PROPOSED SAILINGS OF THE NEW ELEGANT STEAMERS OF THE RIEKMERS RICHMILLING, SHIPWORTH AND SHIPBUILDING COMPANY OF BREMEN.
(SUBJECT TO ALTERATIONS.)

Dorothea Richmers 1,845 | December.
Ditta Richmers 1,700 | January.
Moritz Richmers 1,500 | February.
Helene Richmers 1,213 | March.
Sophie Richmers 1,240 | April.
Ellen Richmers 1,500 | May.
Elizabeth Richmers 1,500 | June.

FROM THE EAST.
VIA SINGAPORE.

TO HAVRE, BREMEN AND HAMBURG, and other Continental Ports, (sufficient Inducement offered.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM and ROTTERDAM.)

PROPOSED SAILINGS.
(SUBJECT TO ALTERATIONS.)

Dorothea Richmers 1,845 | February.
Ditta Richmers 1,700 | March.
Moritz Richmers 1,500 | April.
Helene Richmers 1,213 | May.

THE Steamers are all FIRST-CLASS RIGGED and are supplied with all the modern Appliances and powerful Engines.
For further Particulars, apply to
ARNHOLD, KARBURG & Co.,
Agents,
Hongkong, January, 1896.

Printed and Published by CHESNEY DUNCAN at No. 6, Piddar's Hill, in the City of Victoria, Hongkong.